on the excursion steamers. They were mostly women and were conspicuous by their absence from the rails, having sought the seclusion of the salson and the sympathy of their escorts. It was a verifiable thrash to windward in seas that much resembled those in the great out-side race of the Puritan and Genesta. The wind was not, perhaps, so brisk as on

that occasion. But it seemed to be a fifteen-knotter, and the decks of the Colonia and the Vigilant were not a whit dryer than those of the Puritan and Genesta.

ensign on the slate-colored hulk that marks the wreck of the Scotland stood out like a flag of tin, and the pennants of the small but resplendent fleet of steam yachts snapped viciously. Chief among the fleet was Mr. W. K. Vanderbilt's square-rigged Valiant, with her name in microscopic gilt letters on her stern. She has twin screws, and she had no trouble leading the procession. The white alde-wheeler Clermont, the Susquehanna, the Ituna, the Embla, the Stranger, the Comet. the Vedette, and the Theresa were among the other steam craft that followed the duellists.

There was general lament when the sharp-eyed experts, noting the movements of the four tusslers as they tacked down toward the lightship, saw that the Pilgrim had come to grief. It was suspected that she was the vic-tim of the same kind of accident that had befallen her at Newport and Boston. It was so. She had carried the jaws of her gaff. She ent home in tow as the Vigilant, Colonia, and Jubilee stood for the line.

The Vigilant was first across. She ran close under the lee of the lightship on the starboard tack, pounding fountains of spray from her fish-head bows. The Jubilee crossed on the port quarter of the Vigilant not fifty feet astern. As she went about a few minutes ater it was seen that she too would have to give up. She turned her nose homeward and oft the two New York yachts to fight it out.

It was a splendid struggle. The bronze centre-boarder, true to the tradition of her type. sliced her way up in the wind with the steel knife protruding from her keel. Vainly did the Colonia try to squeeze up to windward. She fought gallantly, however, almost making up in footing what she lost in pointing. The leaches of her sails fluttered and vi-

brated frequently, showing how she was pinching to lessen the windward gap between herself and the Vigilant. The Colonia seemed a triffe stiffer than the Vigilant, although the latter was without a topsail.

There was never such a smashing of seas un-

turn couldn't beat it by many minutes.

There was the usual calliopian chorus who the yachts rounded the mark. It was a glad sound to a dejected minority of the excursionists, for it meant no more bucking of seas and a chance to get and keep a square meal. Only the swiftest steam craft were in at the

The result was not known except by the Regatta Committee and the yachtsmen on the May until half an hour after the race. The impression was general that the Vigilant had

and thirty-six seconds in the windward work; but the Colonia had beaten her one minute and twenty-two seconds in the run to the

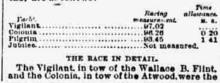
It was said on the Vigilant that the reason the Colonia gained so much in running was because she had received the advantage of a freshening wind, which always helps the boat astern. It was declared with confidence that the Vigilant would show



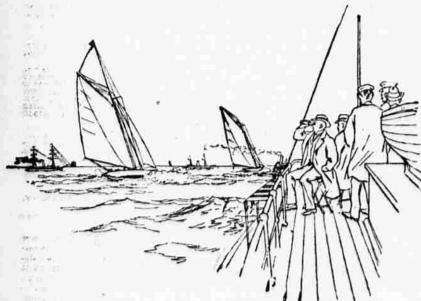
JUST A LITTLE SEASION

that she was the best yacht in succeeding races. Capt. Hank Hoff of the Colonia said he knew well that the Colonia was the best runner and that he believed she was also superior in windward work when there was plenty of wind.

wind.
The Regatta Committee announced just before the start that they had been directed by the America's Cup Committee to say that any excess over 85 feet in the water-line length of the prospective cup defenders would be counted double in calculating salling lengths, and in consequence all of Wednesday night's figures had to be altered. As now calculated they are as follows:







THAT LONG STARBOARD TACK.

When the topsail was sent aloft and broken out the Colonia had cut down the Vigilant's lead to about half a mile. The rush of the Titans on their final tack for the windward

meant that the course would be south by east, and that the first leg would be a dead beat to windward of fifteen knots, with a run home before the wind.

lead to about half a mile. The rush of the Titans on their final tack for the windward of fifteen knots with a run home before the wind.

Titans on their final tack for the windward mark was through a smother of foam. Geysers gushed from bows high on the head sails. Stretched along the stanting decks, with feet to leeward and head pillowed on weather rails, were the sailormen, who set as ballast when not otherwise employed. The Vigilant wheeled around the red flag first and let her spinnaker pole drop to port as she squared away for the finish.

The big smoky sidesail broke out, billowy at first, but, a moment later, perfectly rounded, and towing like an aerial tug. Then her balloon jibtopsail bloomed from the stay, and she bounded homeward at a twelve-knot gait.

The Colonia rounded the mark and dashed after the white pyramid, leaving half the fiest of tugs and some of the steam yachts astern.

and it soon became apparent that the section of the line at a tea. Not clip, and for a moment it looked as though they would cross before the gun, at a tea. Not clip, and for a moment it looked as though they would cross before the gun, but as sized it turned out that the skippers know that you have a second a first the gun, close under the stern of the lightship, just eight seconds aftend of the Jubilee. When was timed it is second a shead of the Jubilee, when was timed after the leader.

As the yachts had two minutes in which to cross, and all got over within the required for another at the start. Just before the Jubilee came to the line it was piant hat something was the trouble with the Jubilee's jib, and it was soon seen that the line site eard not be lowered before the end could be secured.

This caused a little delay, but no material harm resulted. Both the Nigilant and Jubilee the list had the secured with the jubilee's jib, and it was jib, and it was jib, and it was the trouble with the Nigilant and Jubilee when the line is never toward the list had the list had been the secured.

This caused a little delay, but no material harm resulted. Both the Nigilant and Jubilee when listen the line and sinting over toward the list had been the list had been the secured with the list had been the list had listen to had been to see a started for home.

The Jubilee had scarcely holested are which he detected that it might be a good think was tornout causing her beat to ver chances she had in the race. The accident was caused by the sirain on her immense gaff in the heavy sea. The Jubilee was almost instantly put anotal list her list had listen to the list had listen the list had listen the



AT BAY BIDGE.

his example. At 1:55, however, the Vigilant had enough of it and came about on the port tack and stood for the mark, followed thirty seconds later by the Colonia. As far as could be seen it looked as though the Colonia lost something by this, and she certainly seemed further behind when the centreboard flyer rounded the outer mark at 2:03:35, the Colonia following at 2:06:30.

This showed that it had taken the Vigilant 2 hours 18 minutes 8 seconds to beat fifteen knots, while the Colonia required 2 hours 19 minutes 44 seconds to cover the same distance, which showed a clear gain of 1 minute 35 seconds for the Tobin bronze in beating, which was certainly a surprise to every one, as the Vigilant was thought to be at least seven minutes faster than the Colonia in a fifteenth should be the the colonia stock took a big jump here, and the yachting cranks said the Colonia would win sure, and they were right for once. There was little to describe on the run home. The Vigilant had set her spinnaker pole to port just before rounding, and at 2:05:10, or just 1 minute 40 seconds after rounding, she broke it out. The Colonia broke hers out at 2:07:55, or 1 minute 37 seconds after rounding, she broke it out. The Colonia broke hers out at 2:07:55, or 1 minute 37 seconds after rounding in their jibs at the same time.

The only remarkable thing about the run in was the splendid manner in which Capt. Haff handled the Colonia, and the marvellously clever manner in which her sails were trimmed, not an ounce of wind slipping out anywhere.

Slowly, but surely, the Colonia gained on the run in the properties of the colonia capt.

ciever manner in which her sails were trimmed, not an ounce of wind slipping out anywhere.

Slowly, but surely, the Colonia gained on the run in, but it was an open question whether she could gain enough to win. At 3:00, just as the yachts were about two miles from the finish line, the wind shifted a little more to the westward and headed the Vigilant off so she had to take in her spinnaker. The Colonia held on to hers for a moment or so, but she, too, was forced to relinquish hers at 3:12, and the result was that neitherone of the cup defenders could carry that rather useful sail to the finish.

The Vigilant, which was the first to finish, dashed across the line at 3:10:08, just 1 minute and 33 seconds in advance of the Colonia, which finished at 3:20:41. The result was so close that no one seemed to know which hoat had won. A majority of the spectators, however, thought the Vigilant had, as she had finished first, but this was not so, as proved by the Regatta Committee announcing from the May that the Colonia had won the race by just six seconds.

On actual or elapsed time the Vigilant beat

May that the Colonia had wen the race by ruse six seconds.
On actual or clapsed time the Vigilant beat the Colonia just 14 seconds, but under the double time allowance rlause for anything over 85 feet on the water line, which the America's Cup Committee decided to enforce, the Vigilant had to allow the Colonia just 20 seconds. Summary:

Finish, Elapsed Corrected Shart Finish time time.

Colonia ... 11 46 46 3 20 41 3 83 55 3 33 35 Vignant ... 11 46 27 3 19 09 5 33 41 3 33 41 Viginat. ... 11 46 27 3 18 08 3 33 41 3 33 41
On the beat to the outer mark the Vigilant took 2 hours 18 minutes 8 seconds, while the Colonia took 2 hours 19 minutes 44 seconds, a gain of 1 minute 36 seconds for the Vigilant. On the run in the Colonia covered the 15 knots in 114:11, while the Vigilant took 1.15:33, a gain for the Colonia of 1 minute 22 seconds. The most remarkable thing about the latter performance is that the Colonia made about 12 knots on the run in, which is very nearly as fast as these boats can reach.

Mr. C. Oliver Iselin of the Vigilant will ask for a remeasurement to-day. If she is found to be of less length on the water line than her recent measurement showed, she will not have to give the Colonia so much time allowance, and this may make her the winner of yesterday's race.

day's race.

Capt, Sherlock and the Accident to the Pil-

grim. When the Pilgrim became disabled yesterday she was towed back to her anchorage off Stapleton, Staten Island. About 4 o'clock her anchor was pulled up, and in tow of an ocean

For a clear bead and steady nerves

Take Bromo-Seitzer-trial bottle 10 cts.-4de.

tug she was taken over to Bay Ridge. A Sun reporter found her there late last evening. Capt. Sharlock was pacing the deck with im-patient strides, and had about thim the air of a man who had been greatly disappointed. He

man who had been greatly disappointed. He seemed to be wrought up on account of some reports that had been circulated as to the Pligrim's reasons for notentering the race, and said at once:

"All this talk that the Pligrim was afraid to go out on account of too much wind is bosh. The jaws to our gaff broke soon after we had hoisted our mainsail, and if any man can fix a pair of broken iron jaws in a few minutes he is more than mortal.

"The jaws were no good in the first place, and had never ought to have been used. They were a new-fangled 'funnei-shaped swivel jaw,' and why they were ever allowed to have been put aboard is more than I can say I always did dislike the looks of them. We wanted a brush with those boats the worst way to-day, and when we are working so hard to make a good showing an accident so small and yet so potent as that one was makes a man fell very bad.

"We are having new jaws built, and expect to have them finished by to-morrow night. They will be of the good old-fashioned fron horn variety, and will hold anything short of a cyclone. We will be ready for the brush on Saturday, and will have everything strong and stanch as man can make it at that time."

As a result of the squall that came up about 8; o'clock last evening many of the yachts off Bay Ridge dragged their anchors, and it looked for a time as if there might

once more the Taurus began her journey. Just as she reached Owl's Head, below the Bay Ridge landing, many of the passengers saw for the first time William R. Vanderbilt's steam yacht Vallant. She was riding at snehor, and looked more like an ocean liner than a pleasure craft. All sorts of queries were put to one another by the passengers, and as a cloud of dense, black smoke poured out of her funnel some one said:

"The Vallant must burn bituminous coal."

I wonder why that is?" asked a second.

"Why?" said a gentleman with a decided drawl. "Because it's English, y know."

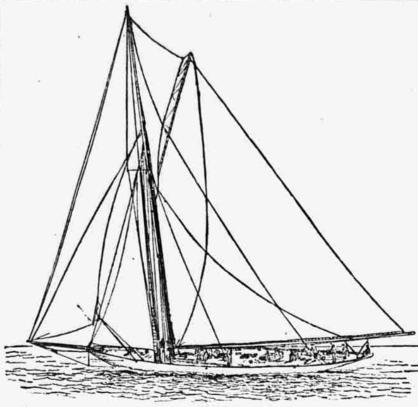
The answer provoked much mirth, and the questioner admitted that he imagined it must be so.

The answer provoked much mirth, and the questioner admitted that he imagined it must be so.

The wind blew steadily during the run down, and most of the ladies resorted to veils to keep their hair and hats under control, and the men now and then tugged at their cap peaks. The Taurns rolled slightly, which caused some apprehension in the minds of the uninitiated. One or two of the men began to look a trifle squeamish, but only for a moment. The seaman-like bearing of the ladies in the party must have disconcerted them

Forward on the upper deck seemed to be the point of advantage, and prominent among those congregated there were:

Capt. and Mrs. J. V. S. Oddie, J. V. S. Oddie, Jr., Mr. and Mrs. Morn Hermot—the latter was a Miss Evans of West Chester, who was married in Paris about two months ago; Mrs. William Iselin, Mrs. and Mrs. Iselin, Miss Iselin, Mrs. Delancey Kane, David Wolf Bishop, Howard N. Potter, Miss Kitty Cameron, Miss Rich, Duncan Cameron, Mr, and Mrs. William E Strong, Reginald Franckiyn, Jelian Fotter, Mr, and Mrs. Morgan Smith, R. N. G. Weiling, and the Missee Weiling.



be some collisions among the smaller loats, which drifted faster and felt the effects of the blow much more than their larger companions. No accidents occurred, lowever. Several of the larger yachts, among them Mr. F. R. Vanderblitz Vallant, Mr. Ogden Goelet's White Ladye, and the cup defender Pilgrim, dragged their anchors several hundred feet before the tempest.

FLYING THE N. Y. Y. C. FLAG. The Taneus Was the Club's Boat-Scene

It was a merry and variously expectant crowd of nearly 300 persons that boarded the Iron Steamboat Company's steamer Taurus at Pier 1. North River, yesterday morning. They were bound for the great race. It is not an ordinary matter to find a fellow creature in the best of humor when aroused at an early hour to catch a boat, but the members of the New York Yacht Club and their guests, for whom the boat had been chartered, fully realized the occasion, and the most of them were at hand

The Taurus chafed at her moorings, and the wind and tide had stirred up a very choppy sea when the first passengers appeared on the pier. They walked out to the end, and turned their faces seaward, sniffing the fresh, crisp breeze, that seemed to be becoming stronger every minute. One of the party, an elderly man in yachting rig and with a generous coat of tan on his cheeks, stood peering down toward the space of fog where the Narrows could have been seen on a clear day. After a moment's silent contemplation he turned and remarked

o a friend:
"Jove! What a day for a race." This wind must be blowing thirty miles an hour. It reminds me," he continued, in a reminiscent when I was in that gale of the summer of '57, in the yacht--" But his friends had smiled feebly and edged away.

Never mind," said the elderly yachtsman if that is an old story. I'll willingly double my wager on to-day's result. I learned something about yachts in that summer of '57." Long before the time of departure the pier

presented a scene of unusual animation. The if seemed to be full of "Jubilee." "Vigilant." "Pilgrim," and "Colonia." All the conversation revolved about them, and people stood

about in little groups proclaiming the merits

Capt. J. V. S. Oddie, who was in charge of the

Taurus, was busy as a bee attending to a thousand and one things at once. It was impossible to get the boat under way at exactly

9 o'clock. Persons kept rushing over the gang-

O clock. Persons kept rushing over the gangway in parties of four and five, and the paddle-wheels did not fespond to the farewall toot of the whistle until about \$1:30 o clock. As the Taurus drew away from the pier those on deck smiled with great self-satisfaction, tempered, no doubt, with pity, at the bevy of tardy ones, who stood on the dock frantically waving handkerchiefs and hats in signals of distress. Considering the number aboard, there were remarkably few ladies.

As several members of the club were to join the party at liay lidge the steamboat touched there for a short time. Just as she was about to caset off and make for the course a tug steamed up. It contained a party, among whom were the Misses Willing and Julian Potter, who had missed the Taurus, bu; were determined to board her at all hazards.

They hurried across the gangway amid a shower of greetings from the upper deck, and

of their favorite. The general opinion was that the Vigilant would "walk away" from the

others.

One young lady leaning against the railing seemed to be remarkably well informed about yachting. With great ease she discussed the various points of the competitors, and her escort gallantly refrained from contradicting until, in reply to some opinion advanced by the fair critic, he said in a low voice:

"Well, a box of gloves on it."

She did not hesitate a moment; and there may be in this city this morning a young maiden gloating over the prospect of a box of very tiny gloves, and there may be a most disconsolate maiden hunting high and low for a smoking jacket or a box of cigars.

The Taurus ploughed along through the white caps, and those aboard began to think that the Scotland Lightship must soon be reached. Shortly afterward, when below Swinburne Island, there was a sudden rising from chairs, and a cry of "There she is." In an instant marine glasses were whipped out, and necks were craned to see the white-clad yacht that scudded out from the shelter of the Horseshee.

"She's the Vigilant." "No. she's the Colonia; don't you recognize the —?" "No: I believe she's the Fligrim." "She looks like

"She's the Vigilant." "No. she's the Colonia; don't you recognize the —?" "No: I believe she's the Pilgrim." "She looks like the Colonia. See her topsail?" These were the expressions that passed from lip to lip. The Colonia, with her huge topsail set, gleamed like silver against the dark water. It was not until at close range that the Taurus's passengers were assured that it was the Colonia. Then the Vigilant stole out from the Horseshoe, and there was another round of applause. She had her topmast close housed, and did not look quite so pretty as the Colonia.

When the Scotland Lightship was at last

of applause. She had her topmast close housed, and did not look quite so pretty as the Colonia,

When the Scotland Lightship was at last reached excitement and enthusiasm were at fever heat. The black-hulled Jubilee was there, with mainsail full and jib flapping lazily as she maneuvred about for the most favorable position. The Pilgrim was also working about and the scene was watched with the greatest interest.

The Valiant came gliding along, and the yachtsmen on the Taurus remarked to one another that the flag at her stern was not the regulation yacht ensign, but an American flag. The anchor in the blue field was missing. One gentleman said that perhaps her being of English build had something to do with it. The White Ladye, Ogden Goelet's new yacht, elicited much praise, and the Oneida, with Mr. E. C. Benedict on the deck, was keenly observed. Commodore Morgan's May, which was next to the competing yachts, was the observed of all observers.

With the firing of the preparatory gun and then the starting gun the Taurus was jingled up to full speed, and the event of the day began. When the block on the gaff of the Jubilee gave way the report was distinctly heard on the Taurus, aithough the latter was by that time some distance from the starting point. The ladies on the upper deck clasped their hands and murmured, "Oh, what a pity." The men, who had thought a great deal of the

yacht, said, "Confound it!" And all that time the Vigilant and Colonia were getting further

With all steam crowded on the Taurur

way,
With all steam crowded on the Taurus throbbed and struggled on, but she was hardly a match for the fleet yachts. The keen enjoyment of the movement was proclaimed by the unusual quiet of the spectatora. They only sat and watched—that is, those who were well enough. Treacherous seasickness had its grip upon a score or more, and they saw the race as through a glass, darkly. When the race was over there was some doubtexpressed as to which yacht had won.

The passengers knew there was a close count, and when the decision of the judges was announced there was some surprise expressed regarding the unexpectedly good work of the Colonia. The Taurus returned to Pier I about 5 o'clock. Messrs. A. E. Houghton and A. B. Jones vied with each other in adding to the success of the trip. Among those aboard were:

Were:
Alanson Tucker, Eastern Y. C.; ex-Commodore H. E. Hovey, N. Y. Y. C.; William Stackpole, F. W. Frabody, Roosevett Schuyer, Edward Bennent, Charles Tobias, Theodore Berdell, Harry Holbrook, John Burke, Gustav Farler, W. H. T. Hughes, W. D. Roeiker, Judge McGov-Farler, W. H. S. Houde, Caretics McKim, John D. Biwell, S. Golff, E. Brooks, Caretics McKim, John D. Biwell, W. Kusery, Garding, George F. Hecker, Wilmuth Haff, W. Kusery, Garding, George F. Wilgut, H. E. Brooks, F. E. Robinson, George F. Wilgut, H. E. Brooks, F. E. Robinson, George F. Wilgut, H. E.

ON BOARD THE CEPHEUS. Marshal Jacobus was One of the Joilles and a Young Lady the Sickest. The first real excitement on the Cepheus, which had aboard yachting cranks, sports,

kodak flends, and quite a sprinkling of ladies, was occasioned by the mishap to the Jubilee. When the dark-bottomed craft first appeared the girls seemed to take extraordinary interest in her and gallant Gen. Paine. She passed near the Cepheus upon dropping out of the race, and received a perfect ovation from those on board the steamboat. The white-suited tars smiled their acknowledgments as pleas-

antly as if nothing had happened to their craft.
William Schwarz, who lives at Highbridge. brought with him eight or nine homing pigeons, which he released at different times pigeons, which he released at different times during the day. One was liberated just after the yachts turned the stakeboat. The atmosphere was very hazy, and the bird had some difficulty at first in getting his hearings. He flew straight up, then circled several times, dashing first one way then another before he



PHOTOGRAPHERS NOT IN IT.

felt satisfied of his line. When he did go he was out of sight in a moment. After the finish of the race another pigeon was released, and this one flew straight over to the victorious Colonia and alighted on her boak. The crew were delighted at this additional good omen. The bird remained in its position until one of the crew went aloft and scared it away. The incident brought to mind a similar one which happened on the Volunteer. A pigeon alighted on her just before she defeated the Genesta in the first race.

One of the most enthusiastic of the Cepheua's passengers was United States Marshal Jacobus, who had a large party of friends with him. Another one who watched the boats carefully was Mr. Hawkins, owner of the ship ways at City Island, where the Vigilant received her last polishing before yesterday's races.

Two ladies maintained the reputation of the fair sex on such occasions by succumbing, almost before a start was made, to dreadful attacks of seasickness. One of them had sufficiently recovered when the dock was reached to state her experiences to a friend. "I thoughf," she said, "that at one time on the trip I was going to die, I was so sick. But that was mothing to the seasations I experienced later on. Then I actually feit as if death was my only hope."

One girl had determination and endurance enough to take ninety-five kodak snap shots, sometimes balancing herself in the midst of heavy seas on one foot while sighting her instrument. She had three devoted cavaliers, who watched her do the work while they ate sandwiches all day long.

NO MATCH FOR THE BRITANNIA. The Navahoe, However, Meets with a Num-

RYDE, Isle of Wight, Sept. 7 .- A strong northwest wind prevailed all this morning. The channel was rough, and it was doubtful whether the second race for the International Gold Cup could be sailed. The Britannia and the Navahoo went out early so as to be ready to start if the weather permitted. Their rendezvous was outside of Nab Lightship. They reached it before 10:30

Nab Lightship. They reached it before 10:30 o'clock, and sailed about, hither and thither, with reefed mainsalls and no topsails, until 11:30 o'clock, when final preparations for the start were made. The course was from the lightship off the east coast of the Isle of Wight, around Owers Lightship, then twenty miles to windward or leeward, and return.

The Britannia crossed the line at 11:45:13, and the Navahoe at 11:45:15. For the first mile and a half both yields had all sails set. Then the Navahoe took in her spinnaker, but soon afterward she reset it. In the mean time the Britannia left her spinnaker untouched. The yachts made a fine run out to Owers Lightship keeping so near to each other that The yachts made a fine run out to Owera Lightship, keeping so near to each other that from the shore it was difficult to see which boat was ahead. The Navahoe got around the lightship two minutes ahead of the Bri-

boat was ahead. The Navahoe got around the lightship two minutes ahead of the Britannia.

On going to windward both yachts got out of the course. The Britannia was first to see the markboat. She took the best course, and got around well in advance of the Navahoe. After turning they had a very strong wind. Both had to house their topmasts, and the Navahoe damaged her peak halyards so badly that she could not set her jib during the run back to the Nab Lightship. The Britannia gained steadily, and crossed the finish line at 4:50:48. The Navahoe followed at 5:24:57. There was a rough sea throughout the race.

While going toward Owers Lightship, and while being in the lead, the Navahoe's new spinnaker of silk and homp split at the top and bottom. Although the rents were not enough to make the sail useless, the accident enabled the Britannia to overhaul her. Later she leat her jib-outhauling gear, this practically ending the contest.

The American boat finished in rocky shape, leaning heavily, but she came in very rapidly, cohsidering the circumstances. When she was overhauled it was found that the damage she had sustained was not very serious and could be repaired during the night. Mr. Carrell says the Navahoe will be ready at 11 o'clock in the morning for the race over the long yletoria course. This course gives but little open sea.

Experts confess that the Navahoe has not been favored by fortune. The Britannia's superiority, however, is unquestioned. The result of to-morrow's race is considered to be a foregone conclusion.

HOW WILL THIS STRIKE AMERICANS? To Beat the Valkyrie a Boat Must Be 20

Minutes Faster Than the Navahor. LONDON, Sept. 7.- In commenting on the first struggle for the Gold Cup yesterday, the

"It was nothing but superior speed that "It was nothing but superior speed that made the Britannia win, the Navahoe having the best of the wind on three occasions. In view of previous races it is a fair inference to draw that the Valkyrie would have led the Britannia all acound the course. Vesterday's match may be taken as a trustworthy test.

"Although the Navahoe was cut down she still immeasurably exceeds the Britannia in sail spread. The only conclusion is that the Navahoe is of an inferior model. There were instances when a critical eye could see faults in the Navahoe's management, but these had no effect on the result, and in open water a yacht to beat the Valkyrie must be fully twenty minutes faster than the Navahoe.

The Yankee Doodle Will Meet All Comers PHILADELPHIA, Sept. 7.-Messrs. McBride Brothers received the letter of W. M. Lebo proposing a match race between the sachts Vamoose, Norwood, Nada, and Fliseen and

Vamoose, Norwood, Nada, and Fliseen and the Yankee Doodle. In reply the McBrides say that the Yankee Doodle is now having a triple-expansion engine built, which will be finished and in place in about ton days. At the end of that time they will be willing to race, and are prepared to enter a sweet-stakes race for from \$200 to \$1,000 a corner against any or all of the yachts named and any others that may want to come in.

They are not particular about distance, place, or conditions of water, but suggest a five-mile race on the Hudson near the Falisades. The only condition they hame is that the Fliseen must be one of the hears to race. They want to race the Yankee Doodle against the Fliseen on account of the great record claimed for her, and will not race unless she is one of the competing crafts.

Yachting Notes.

To wind up the summer season the Jamaica flay Yacht thub will give a hop to their friends in their handsome home at Hodand's Station. Hockaway fleach. The affair is to take place this counting saturday evening.

It was the Little 8, owned by Mr. O. L. Schwencke that won in her class in the Labor Day regatts of the Jamaica flay Taylor (libe and not the Bertha B., as was erroneously reported.

To the Right Spot



Every done seemed to go, when I began to take Hood's Sarsaparilla. I had a bad cough for nearly two years, coming on after the grip. I tried physicians, went twice to the Hot Springs of Arkansas, but all did no good. I Dexter Curtis. got a bottle of Hood's

Dexter Curtis. Sarsaparilla. and it gave me relief at once. I took six bottles and know I am much better every way."—DEXTER CURTIS, Madison, Wis. Get Hood's, because HOOD'S Sarsaparilla CURES Hood's Pills cure all Liver ills. 25a.

THE ATLANTA'S CONDITION.

Secretary Herbert Reprimands the Officers Who Were Responsible for It.

Washington, Sept. 7.- The scandal brought to the attention of the Navy Department through the report of a court of inquire, convened last month at Norfolk to in-vestigate a fire on board the cruiser Atlanta and the general condition of that yessel, had its culmination to-day in a general order issued by Secretary Herbert, reprimand-ing officers responsible for the cruiser's department to order a court martial for the trial of the officers involved, but owing to the fact that other officers, previously attached to the vessel who are believed to be equally responsible with those named in the report submitted thy the Court of Inquiry, could not be legally reached, it was decided to issue a general order of reprimand.

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The Court of Inquiry found that the Atlanta's watertight compartment doors could not be closed through the accumulation of rust, although no official report from her officers indicated this, and that she was covered with rust and in a bad condition, caused by neglect and carelessness.

After saying that it seems remarkable, in view of the facts found, that the Court of Inquiry should recommend that no further proceedings be taken. Secretary Herbert finds that the origin of the fire referred to is directly-traceable to the carelessness of Capt. Edward E. Potter, then Commandant of the Norfolk Navy Yard (where the vessel was lying when the fire occurred), and Capt. John it. Bartlett and Chief Engineer Hugh H. Cline, late of the Atlanta, in permitting a quantity of ashes to be piled against the forward transverse bukhead of the forward ifferoom. "The neglect, which resulted in the fire," says the Secretary, "appears to have been due chiefly, if not wholly, to a desire on the part of those in authority on board the Atlanta to get rid of the vessel as soon as possible by turning her over to the navy yard authorities.

"The court properly fixes the responsibility for the fire upon the officers hereinbefore named, but it appears to the department, if the evidence is to be relied on, that others not named in the report of the court are indirectly responsible therefor through carelessness in not making a proper inspection of the ship before and after she was placed out of commission. The department refrains from naming such persons in this general order only in consideration of the fact that the court failed to fix the measure of their responsibility for the action."

The conduct of Chief Engineer Philip Inch, who was named by the court for his failure to comply with a regulation which provides that the senior engineer at the Navy Yard shall take charge of the machinery of a vessel when her senior engineer at the Navy Yard shall take ch

By so doing," says Secretary Herbert, "he "By so doing," says Secretary Herbert, "he assumes a great measure of the responsibility for the state in which the Atlanta was found, as his failure to make a thorough and proper examination of the vessel when he took command, or subsequently, renders it impossible now to determine how much of her bad plight is due to his own neglect and how much to that of his predecessor in command."

Chief Engineer Cline is also taken to task for neglecting his duty. In conclusion the Secretary says:

neglecting his duty. In conclusion the Secretary says:

"Under all the circumstances above stated, the officers named in the report as responsible for the fire and for the icondition in which the ship was found are richily deserving of trial by general court martial. It is only because of the fact that it would be difficult, if not impracticable, to bring to trial all of the parties whom the department deems responsible, and in some measure because of the opinion expressed by the court of inquiry that no further proceedings are necessary, that further judicial proceedings are necessary, that further judicial proceedings are not instituted."

To-morrow or next day Secretary Herbert will issue an order amending the naval regulations so as to provide for more rigid inspections and reliable reports.

RIOTS IN YORKSHIRE.

The Desperate Coal Miners Begin to De-

stroy Property. London, Sept. 7.-The striking miners in Vorkshire, who have been skirmishing with he police and troops in several districts since Monday, began last night a campaign of open violence and continued it to-day. They have wrecked the offices of Lord Masham's colliery

wrocked the offices of Lord Masham's colliery at Featherstone, have driven off the officials, and are now in sole possession of the town. The police who tried to hold back the rioters were attacked with clubs and stones, and were put to flight. Troops have been sent to Featherstone to restore order.

More than 5,000 strikers have marched over into the Lianelly district, and there have seized the offices of several collieries. Many of the buildings have been wrecked, and those left whole have been occupied by the strikers. The mine officials have been expelled. More than 500 cottages of non-unionist miners have been torn down, and an attempt was made early this morning to blow up a manager's house.

Dragoons are out scouting for the rioters, and have dispersed many incipient mois. The miners have fought back, and not a few have been injured in the encounters with the troops. Many miners have been arrested.

There was a strikers' riot near Sheffield today. A mob of strikers set fire to several coal wagons standing at a railway station and demolished the coal agents' offices. The riot was quelled by soldiers. Similar rioting is reported in the Dewsbury, Burstall, Rotherham, and Nottingham districts.

During the rioting to-day at Masham's colliery, at Pontefract, Yorkshire, the mob shewered stones and other missiles upon a company of firemen who were trying to put out a fire.

A detachment of soldiers were sent to the seene and the riot at having been read, two

A detachment of soldiers were sent to the scene, and, the riot act having been read, two volleys—the first of blank and the other of ball cartridge—were fired into the mob. Four rioters were wounded, one dangerously. The mob dispersed in all directions Defeated Miners Go Back to Work,

London, Sept. 7. - Ail the collieries in South Wales and Monmouthshire have resumed work. Nearly all the 100,000 miners who struck for a 20 per cent, increase of wages have gone buck under the old conditions.

Latest Marine Intelligence,

Arrived-Sa Normannia, Hebich, from Hamburg and

the "female complaints" and weaknesses that make woman's life a misery. They're exred, by Dr. Pierce's Favorite Preceiption. For all the derangements, disorders, and diseases peculiar to the sex, this is the only remedy se certain that it can be guaranteed. If it ever fails to benefit or cure, you have your money back. It's a legitimate medicine for woman, carefully adapted to her delicate organization, and never conflicting with any of her conditions. It regulates and promotes all the proper functions, builds up and invigorates the entire system, and restores health and strength.

Any you weak, nervous and alling or "rup-

an the proper functions, builds up and invigorates the entire system, and restores health and strength.

Are you weak, nervous and ailing, or "rundown" and overworked! Then it will bring you special help. It's the mothers friend. It leasons pain and insures life of both mother and child.

Don't decide that your Catarrh is hopeless. simply because you haven't yet found a cure. Dr. Sage's Catarrh Remedy cures just such cases—completely. Its proprietors offer \$500 saward for an incurable case of Catarria.